

**Amendments to the Claims:**

This listing of claims will replace all prior versions and listings of claims in the above-referenced patent application:

**Listing of Claims:**

Claim 1 (Currently Amended): A control valve system of a variable displacement swash plate type compressor for use in a heating and cooling air conditioner, comprising:

a throttling valve provided in a refrigerating circuit;

a constant differential pressure valve arranged to open when a differential pressure between an upstream pressure within an upstream portion of the throttling valve and a downstream pressure within a downstream portion of the throttling valve reaches a predetermined value, thereby introducing compressor discharge gas to a crank chamber, wherein the upstream portion of the throttling valve receives the compressor discharge gas from a discharge chamber and the downstream portion of the throttling valve are positioned between the crank chamber and a discharge chamber;

external information detecting means for detecting external information; and

control means for determining an opening of the throttling valve based on the external information.

Claim 2 (Original): The control valve system according to claim 1, wherein said throttling valve is an electromagnetic valve and integrally mounted to said constant differential pressure valve.

Claim 3 (Previously Presented): The control valve system according to claim 1, wherein said constant differential pressure valve is arranged to introduce the compressor discharge gas on the upstream side of said throttling valve into the crank chamber.

Claim 4 (Original): The control valve system according to claim 3, further comprising a cutoff valve disposed on the downstream side of said throttling valve.

Claim 5 (Previously Presented): The control valve system according to claim 3, wherein a discharge gas inflow chamber is formed on the upstream side of said throttling valve, the

compressor discharge gas in said discharge gas inflow chamber is introduced into the crank chamber, and said discharge gas inflow chamber has an inlet thereof directed tangential to a wall surface of the discharge gas inflow chamber.

Claim 6 (Original): The control valve system according to claim 5, wherein said discharge gas inflow chamber is formed with a plurality of inlets that are circumferentially spaced from one another.

Claim 7 (Previously Presented): The control valve system according to claim 1, wherein said throttling valve has a pressure receiving portion that presses said throttling valve in a direction to be opened when it receives an upstream side pressure.

Claim 8 (Original): The control valve system according to claim 7, wherein the pressure receiving portion has the same area as that of a downstream-side pressure receiving surface of said throttling valve.

Claim 9 (Previously Presented): The control valve system according to claim 2, wherein said constant differential pressure valve is arranged to introduce the compressor discharge gas on the upstream side of said throttling valve into the crank chamber.

Claim 10 (Previously Presented): The control valve system according to claim 9, further comprising a cutoff valve disposed on the downstream side of said throttling valve.

Claim 11 (Previously Presented): The control valve system according to claim 9, wherein a discharge gas inflow chamber is formed on the upstream side of said throttling valve, the compressor discharge gas in said discharge gas inflow chamber is introduced into the crank chamber, and said discharge gas inflow chamber has an inlet thereof directed tangential to a wall surface of the discharge gas inflow chamber.

Claim 12 (Previously Presented): The control valve system according to claim 11, wherein said discharge gas inflow chamber is formed with a plurality of inlets that are circumferentially spaced from one another.

Claim 13 (Previously Presented): The control valve system according to claim 2, wherein said throttling valve has a pressure receiving portion that presses said throttling valve in a direction to be opened when it receives an upstream side pressure.

Claim 14 (Previously Presented): The control valve system according to claim 13, wherein the pressure receiving portion has the same area as that of a downstream-side pressure receiving surface of said throttling valve.

Claim 15 (Previously Presented): The control valve system according to claim 1, wherein the external information comprises cooling load.

Claim 16 (Previously Presented): The control valve system according to claim 1, wherein the external information comprises a vehicle running state.